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Security Information

CENTRAL INTELLIGENCE AGENCY REPORT NO. [redacted]

INFORMATION REPORT

CD NO.

COUNTRY	East Germany	DATE DISTR.	10 September 1953
SUBJECT	Production of SAG Transmasch Plants	NO. OF PAGES	4
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DATE OF INFO.		SUPPLEMENT TO REPORT NO.	

THIS IS UNEVALUATED INFORMATION

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[redacted]

1. Bleichert and Company, Leipzig, SAG Transmasch

A. The production quota for 1952 at this plant was 80 million DME; approximately 75 percent of the total orders were assigned to subcontractors. The output included the following items:

a. 20 coal and ore-loading bridge cranes of 76 meter length and a 15 to 20 meter reach. The value of each bridge, as per Russian order, depended on the design and varied between 850,000 and 950,000 DME; the actual cost, however, was between 1.075 million to 1.250 million DME. The cost of the bridge cranes, except for two that were built for Poland and Bulgaria, was credited to reparation accounts.

b. Six floating cranes of 15 tons each, including the pontoons. They are 30 meters in height and have a reach of 12 meters when fully loaded and of 25 meters when carrying a load of 7 tons. The reparations value for each crane was set at 300,000 DME; the actual cost was 1.5 million DME. Two cranes are at present in Rostock undergoing tests. They can be disassembled and transported on 15 to 20 freight cars.

c. Two cranes of 50 tons, including the pontoons. They are 30 meters in height; their electrical equipment was furnished by the Sachsenwerk in Niedersedlitz, but the electric motors came from the Elektro-Apparate-Werke, SAG Kabel, Berlin-Treptow.

d. Six portal cranes. They are 44 meters in height. Though their reparations value was fixed at 750,000 DME, their actual cost rose over one million DME. The pivot mountings were supplied by the Abus works of Eberswalde.

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STATE	X	NAVY	X	NSRB		DISTRIBUTION			ORR Ev	X	
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a. 9,000 cranes were mounted on Sis-Chassis. These chassis, equipped with motors and English tires, came from Russia. The actual cost of mounting each crane was 10,000 DME, but, as this is an export order, the profit from the entire sale amounted to only 6,000 DME.

b. Another export order came from Russia, requesting 1,000 ball scoops. Considered were quick loading ball scoops, some mounted on tractors and some on chassis equipped with tires; the power of the motors was 24 h.p. The production cost for each unit was 46,000 DME, but the profit for the entire order amounted only to 36,000 DME.

c. Russia also ordered shipbuilding plants for shipyards, among them 6 cable cranes.

d. Ten cable railroads were built to be exported to Rumania and Hungary.

B. The 1953 production plan of Bleichert and Company includes the following orders:

a. 20 bridge cranes which are to be used for loading ore and coal. The first bridge cranes were scheduled to be delivered in March. These orders have been disguised as East German government orders, officials of the Soviet Control Commission will take charge of the bridge cranes as soon as they are delivered.

b. 16 floating cranes. 10 of them are to weigh 15 tons, 5 cranes 50 tons and one crane 150 tons.

c. [redacted] 25X1

2. Unruh and Liebig, SAG Transmasch, Leipzig

A. The production quota for 1952 at this plant was 40 million DME; approximately 40 percent of the total orders were assigned to subcontractors. The output included the following items:

a. 100 revolving cranes for railroads. Their weight was 25 or 50 tons each and they were equipped with a power plant of 60 kw. capacity. The chassis for them were supplied by the Waggonfabrik in Dessau. The actual cost for each crane amounted to approximately 300,000 DME, but the delivery price was 250,000 DME. The delivery price was credited to reparation accounts.

b. 70 similar revolving cranes for railroads were exported to Eastern countries.

c. One revolving crane for railroads was built for domestic use.

d. Other items contained in the 1952 plan were traveling cranes for various workshops in East Germany, also crane installations for smelting plants.

B. The 1953 plan provides for 200 revolving cranes for railroads. Some of them are to be exported to China.

a. It is planned to double the space of plant II of the Unruh and Liebig firm. The necessary tin sheetings of 30 mm, essential for welding and riveting constructions, are to be supplied by the Russians; the gear assemblies for the crane installations are to be furnished by the Peniger machine construction firm. This firm possesses the only operationally efficient gear plant in East Germany; they are equipped with high-grade gear-cutting machines.

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3. C. and H. Jaeger Plant for Compression Pumps (VEB), Leipzig

A. The annual production quota at this plant is approximately 15 million DME. Its entire production is for export. Among the items produced are turbosuperchargers for air and gas compression of 9 atmospheres absolute pressure. These turbosuperchargers were developed about 2 years ago by Dr. Siebrecht. The compressors have a capacity of 3,000 h.p. and 10,000 revolutions per minute and are constructed with 6 graded stages and are installed in 3 casings. Russia furnishes all nickel for the turbine blades which are built in the Jahn steel foundry. The electric motors are supplied by Russia.

B. [redacted] 25X1